



# MARAD Update



Official Journal of the Maritime Administration

Volume 3, Issue 7

## MARAD to Host Third Annual Short Sea Shipping Conference in New York City in October

***"The Integration of Short Sea Shipping into the Nation's Transportation Planning Process"***

The Maritime Administration is pleased to announce its Third Annual Short Sea Shipping Conference at the Hilton New York, in New York City, October 13-15, 2004. The Conference is entitled, "The Integration of Short Sea Shipping into the Nation's Transportation Planning Process." This will be an interactive meeting that will specifically address issues of product identification, market responsiveness, cost, funding, outreach, and project development.

The main objective of the conference is the advancement of a growing short sea shipping industry in the Americas through the exchange of marine transportation system knowledge and insights. The conference will convene a broad representation of experienced leaders from the transportation industry, state and federal agencies, as well as representatives from Mexico, Canada, and Europe. U.S. Secretary of Transportation Norman Y. Mineta has been invited to address the opening session.

The gathering will offer a valuable opportunity to assess the opportunities and barriers facing development of short sea shipping services in the United States, discuss ideas to leverage business opportunities, and overcome system impediments.

For further information: [www.shortseashippingconference2004.com](http://www.shortseashippingconference2004.com) or contact Keith Lesnick at (202) 366-1624.



*Third Annual  
Short Sea Shipping  
Conference*

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# Big Ideas for the Great Lakes

By John Jamian  
Deputy Maritime Administrator



As the Deputy Maritime Administrator of the Maritime Administration (MARAD), I am pleased that the Department of Transportation and MARAD are increasingly focusing on the maritime sector. As such, we have launched a wide ranging review of maritime policies, called SEA-21, through which we hope to address the maritime component of our transportation system.

Short Sea Shipping, one important component of this review, is designed to move more freight by water and to work in partnership with other intermodal transportation systems. It is intended to increase capacity and to assist trucks and railroads by easing congestion on our roads and highways.

Short Sea Shipping is also known as the National Water Highway System, to make sure everyone knows it includes inland waterways and the Great Lakes. The new initiative would have an immediate positive impact on the Great Lakes region. For example, choke points on I-75, I-94, and other highways could be greatly reduced and waiting times at border crossings could be decreased, if not entirely eliminated.

The economic benefits of reduced time spent idling in traffic are obvious from a retailer's point of view. Equally important is the fact that highway congestion gives rise to losses in international trade and domestic efficiency and can have a serious negative impact on the American job market, national security, and environmental progress.

The Great Lakes region has much to gain from the SEA-21 initiative. For instance, U.S. foreign trade and freight volumes at American ports are expected to increase by 50 percent by 2020. Certainly, the Great Lakes region will benefit from this growth by being able to utilize some of the infrastructure development programs in the initiative.

Another MARAD initiative currently under consideration by Congress is included in the Bush Administration's Safe, Accountable, Flexible, and Efficient Transportation Equity Act, known as SAFETEA. It contains provisions that will significantly assist today's efforts to move people and cargo more efficiently and effectively in the Great Lakes region.

I am proud of the fact that the Maritime Administration helped establish the Port Security Grant Program, which provides U.S. seaports with financing for facility and operational security improvements and awards money to applicants who demonstrate the willingness to explore the application of technologies. Many U.S. seaports, including ports in the Great Lakes region, have already benefited from the more than 568 million dollars now available through the program.

Many Americans are not aware of the fact that the Great Lakes transportation system—with ports 700 miles from the nearest ocean—connects us with the global economy. They do not understand how modern waterborne commerce functions as part of our overall national transportation system and how the system allows for efficient trade between the United States and the international community. "Just-in-time" assembly and delivery make the Great Lakes transportation system an even more critical link in our economic chain.

I look forward to working with the Great Lakes maritime industry to ensure that economic prosperity for the region translates into economic health for our entire nation.

## Upcoming Events

### National Propeller Club Conference and Convention

Biloxi, Miss.

October 5-8, 2004

[www.propellerclubhq.com](http://www.propellerclubhq.com)

### SOCp Meeting

Toledo, Ohio

October 13-14, 2004

[www.socp.org](http://www.socp.org)

### MARAD-Sponsored Third Annual Short Sea Shipping Conference—2004

October 13-15, 2004

New York City

[www.shortseashippingconference2004.com](http://www.shortseashippingconference2004.com)

If you know of an upcoming event you would like published in the *MARAD Update*, please submit it to Ella Thomas at [ella.thomas@marad.dot.gov](mailto:ella.thomas@marad.dot.gov).

# MARAD Headquarters Hosts Its First Maritime Family and Industry Picnic

By Perquita Scott, Office of Congressional and Public Affairs



On August 19, Maritime Administrator Captain William G. Schubert kicked off MARAD's first maritime family and industry picnic at Bolling Air Force Base in Washington, D.C.

Surrounded by family and friends, MARAD employees had a chance to relax in the sun. With more than 150 attendees, everyone had a chance to mix and mingle and enjoy each other's conversations without the pressures of the work environment.

Children had plenty of things to do, too, from playing horse-shoes, tossing around a softball, shooting hoops, jumping around in a moon bounce, face painting by Susan Clark's family, or just relaxing and listening to the sounds of smooth jazz.

Lunch was paid for by those who attended, and served by the folks from *For All Your Catering Needs Caterers* who offered up a variety of picnic favorites.

The picnic left everyone looking forward to next year's event!



Above: Makeala Brawner and Rodney Mackey

Below: MARAD employee Veronica Carver gets in on the face painting action.



Photos by Susan Clark

## *MARAD Update*

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## Williamson Turn

A Williamson Turn is a maneuver used to turn a vessel and put it on an exact reverse course. This will be an occasional feature in the *MARAD Update*, using the archives of the Office of Congressional and Public Affairs and other sources, to revisit a point previously passed through: a point in time.

### October 21, 1970: President Richard Nixon Signs Merchant Marine Act of 1970



*President Richard M. Nixon signs into law the Merchant Marine Act of 1970, embodying his program for the revitalization of the American Merchant Marine. The signing took place on October 21, 1970.*

*Looking on at the White House ceremony are (left to right): Under Secretary of Commerce Rocco C. Siciliano; Secretary of Commerce Maurice H. Stans; Maritime Administrator A.E. Gibson; Federal Maritime Commission Chairman Helen D. Bentley; Secretary of Transportation John A. Volpe; Representative William S. Malliard (R-Ca.), Ranking Minority Member of the House Merchant Marine and Fisheries Committee; and Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee.*

*Photo: MARAD Archives, Congressional and Public Affairs*

The Merchant Marine Act of 1970 was intended to revitalize the American Merchant Marine. It aimed at increasing the productivity and competitiveness of American shipping and shipbuilding industries and extended government aid to the bulk-carrying segment of the fleet for the first time. The Act called for the construction of merchant ships of advanced design with federal assistance over a 10-year period, and was designed to streamline the administration of subsidy programs, increase the ship mortgage insurance program, and accelerate the maritime research and development efforts of the government.

By Doris Turner, Office of Congressional and Public Affairs